

AMONG THE AUTOMOBILISTS

GLIDDEN TOUR STARTS A WEEK FROM TUESDAY

First Year the Annual Reliability Event Has Been Run Under a Fixed Penalty Schedule—Robertson to Drive Benz—Cars—Horse and Hounds Chase—Glidden

This year's Glidden tour, known officially as the Seventh National Tour of the American Automobile Association for the Glidden and Chicago trophies, is scheduled to start from Cincinnati on June 14, a week from Tuesday. All the manufacturers who have associated themselves for the competition have completed the fitting of their cars for the long trip through thirteen States. Their drivers and managers will report to S. M. Bugler, chairman of the contest board of the American Automobile Association, at the Indiana House, Cincinnati, next late next Sunday to receive final instructions. Special rules have been issued by the contest board for the 1910 reliability contest. These rules are based upon a fixed penalty schedule and in many ways are different from the rules governing former national touring events.

Cars competing for the historic Glidden trophy must be fully equipped touring cars; those competing for the trophy offered by the Chicago Motor Club must be either miniature townships or of the runabout type. Both trophies will be awarded on the same merit-determining system, and if there are two or more cars tied with perfect scores in either division of the competitors neither of the trophies will be awarded. The entrants of the perfect score cars will in this event receive suitable medals certifying that they have completed the tour under the contest board's rules, and that they have properly inscribed upon the respective trophies for which they have competed.

Entrants of cars finishing in either division with 97 per cent. of the winning score will receive certificates setting forth in detail the performance of their cars during the contest. Never before have the cars in a national tour been subjected to a penalization system which is more practical for the purposes of the buyer and user. The machines leave Cincinnati only after a rigid examination by the technical committee of the A. A. A. contest board.

Prior to the start the makers must file with the contest board a list of the machines, in which they describe minutely every mechanical part on the competing machines. These stock car certificates are filed by the maker alone and sworn to before a notary public. When the machines are inspected by the members of the technical committee they must conform in every particular to the descriptions in the stock car certificates. Absolutely nothing but stock cars can start in either division, in addition to the catalogue number of passengers the cars must carry the full equipment advertised by the manufacturer.

All of the cars will start from Cincinnati with clean scores. There is to be an official subject of each competing machine, and the observers, as far as can be arranged, will ride much the same day in different cars. They are to make daily reports to the contest board, and in the event of a mechanical failure, or of a penalty charge in the rules, practically nothing can be done to a car after it is checked out without penalties being imposed aside from replacing tires or rims.

Not more than three cars of any one make can compete in either division, except in the class of the four. All tools used on the trip must be carried in a special bag provided for that purpose and the bag must be constantly under the control of the driver. Any attempt at fraud in the evasion of the stock car definition or status of a car on the part of an entrant disqualifies the car, the entrant and the driver. An inventory must be furnished to the technical committee prior to the start of the tour of each extra part carried in a car.

George Robertson, one of the most successful racing drivers in this country, is to drive a Benz car in the Vanderbilt cup race on October 1, in the Fairmount Park race on October 2 and in the race on October 3 for the grand prize gold cup of the Automobile Club of America. In 1908 Robertson won both the Fairmount Park and Vanderbilt cup races with a Locomobile, and last year he won the Fairmount Park and Vanderbilt races with a Simplex stock car.

Robertson has been engaged by Jesse Froehlich, head of the Benz interest in this country, who will also have Ramsey Oldfield and E. A. Heaton, the young Chicagoan, as pilots for Benz cars in road and track races and hill climbing contests. Heaton, who made his racing debut when he piloted his own Buick in the Automobile Club of America's light car race at Savannah in 1908, will do his first racing with a Benz at Wilkes-Barre on July 1 in the Glidden's Despatch, which will also drive a Benz in the Vanderbilt cup race.

An absolutely new form of motor car sport is to be inaugurated by the Motor Racing Association. This new sport will not be held on a racetrack but will be an open race held on the highway. It is to be arranged solely for the entertainment of the members of the Motor Racing Association and their families and friends. It is to be no less than an old-fashioned hare and hounds chase, but with motor cars and wheels taking the place of leg hares.

The idea was originated by T. F. Moore, secretary of the association. The chase is to be held on the afternoon of June 13 and not only many members of the association will participate in it but they may take their families and friends to enjoy the sport. The "hare" will be started from the city clubhouse of the Motor Racing Association at 20 West Fifty-eighth street at 4 o'clock in the afternoon and the "hounds" will be permitted to start half an hour later. The "hare" will be restricted to a speed of six miles an hour within the city limits and eight miles an hour outside the city.

The "hare" will proceed to a destination unknown to any one save the occupants of the pursued car, taking a circuitous route likely to throw the pursuers off the scent at various points. Confetti will be strewn on corners where turns are made and this will be the only means the "hounds" will have of following the scent. The destination will be a country hotel, where a short dinner will be awaiting the "hare" and "hounds." The driver of the "hare" first overtaking the leader will receive a unique trophy, while prizes will be presented to each occupant of the "hare" car.

If two hours after the start any of the "hounds" have lost the trail and want to give up the chase they may ascertain the location of the "hare" by telephoning

the clubhouse of the Motor Racing Association, but they thereafter will be barred from the competition, the object being to afford an opportunity to reach the hotel for dinner. In addition to the dinner there will be a vaudeville entertainment provided by Percy Williams.

That the motor car of to-day is a dividend payer to the user is probably a new idea to most people, says R. D. Chapin, president of the Hudson Motor Car Company. Nearly two-thirds of the owners of moderate priced cars are saving money simply by the use of their cars. We have gone over the list of owners of several hundred of the 4,000 Hudson cars we have put out this year and find that about 20 per cent. of them are being used where they show a very direct return for the money invested.

In other words, they have supplied the horse and buggy or the railroad for the use of salesmen, doctors, real estate dealers and the representatives of large industries and public service corporations. These men find it necessary to cover large territories daily, visiting many different points. In talking with quite a number of motor car makers last week I found every maker of moderate priced cars doing business in the United States. I would say that no less than 50 to 60 per cent. of the people who are buying moderate priced pleasure cars are doing so because it saves themselves money in the course of a year's time, to say nothing of the incentive it gives to keep out of the open air and save doctors' bills.

A physician told me recently that he believed the motor car had cut down his revenue in many families because they had spent more time in the open air on account of the use of their cars. I would say that he is more than made up by using a car himself, since he was able to make about 20 per cent. more in a day than previously. This growing use of motor cars of the Hudson type that pay dividends on their operation is a very significant reason for the rapid growth of the automobile industry, and since this one class of buyers is increasing in greater proportion than any other it surely argues well for the future.

The Quaker City Motor Club has scheduled seven events for its fourth annual track race meeting on Saturday, June 18, on the Point Breeze track at Philadelphia. Event 1, five miles, is for cars whose piston displacement does not exceed two cubic inches. Event 2, five miles, is for cars of 160 to 200 cubic inches piston displacement. Event 3, five miles, is for cars of 201 to 250 cubic inches piston displacement. Event 4, five miles, is for cars of 251 to 300 cubic inches piston displacement. Event 5, five miles, is for cars of 301 to 350 cubic inches piston displacement. Event 6, twenty-five miles, is for cars of 160 to 200 cubic inches piston displacement. Event 7, fifty miles, is for cars of 201 to 250 cubic inches piston displacement. The club officials reserve the right to return entrants to and decide on the running of any event if in their opinion the number of cars entered is not sufficient.

to guarantee a contest. R. E. Ross, chairman of the contest committee of the Quaker City Motor Club, is to act as referee of the events and Paul B. Huyette is to be official timer. Entries for the events are to close on June 13 with H. C. Hartach, secretary of the club.

W. A. Johnson, driving a 20 horse-power Cole, won the gasoline efficiency contest of the Chicago Motor Club, which was run on May 22 after being twice postponed because of bad weather. His car completed in class 2A, for cars selling from \$1,201 to \$1,600. The machine weighed 2,500 pounds and averaged 23.4 miles for each gallon of gasoline. J. A. Bender, driving a 10 horse-power Knox, won second place with an average mileage of 15.6 for each gallon of gasoline. The Knox weighed 4,255 pounds and completed in class 4A, for cars selling from \$3,501 to \$4,000.

James Levy, driving a 25 horse-power Hudson, won third prize with an average mileage of 21.34 for each gallon of gasoline. The Hudson weighed 2,780 pounds and completed in class 2A. E. A. Heaton, the young Chicago driver who drove a Buick in the light car race of the Automobile Club of America at Savannah in 1908, made the greatest mileage per gallon in the contest. He drove a 17 horse-power Hupmobile that weighed 947 pounds and averaged 25.8 miles for each gallon of fuel. The Hupmobile competed in class 2A, for cars selling from \$801 to \$1,200. A. G. Schillo, who drove an Overland, was disqualified because it took him so long to fit a broken spring that he was late in arriving at the checking station. H. E. Halbert, Grout, was also disqualified for being late.

Word comes from Detroit that stockholders of the United States Motor Company have passed a resolution to authorize increasing the capital stock from \$2,000,000 to \$30,000,000, half of which is to be preferred. The purchase last week of the Dayton Motor Car Company by the United States company is given as the reason for the increase in capitalization.

Judge Davis of Philadelphia sentenced a chauffeur to thirty days in prison on Thursday because the driver had taken a car from a garage without having the permission of the owner. Judge Davis took occasion to declare that any chauffeur convicted of this offence cannot escape punishment in his court.

**POWER HITS HARD.**  
He Makes First Century of the Season Among Local Cricket Fanatics.

J. L. Power of the Brooklyn Cricket eleven yesterday made the first century of the season in a league match and was instrumental in the Brooklyn team running up the big score of 217 for 3 wickets against the Prospect Park team. Power's score reached 110 not out and his all around display was enjoyed by a large number of spectators, who vigorously applauded the player when stumps were drawn.

Naturally his performance overshadowed everything else in the game, but the batting of C. A. Worm, A. Lovell and H. Power and the bowling of H. Rushton was good. J. B. Barrow, E. D. Christian and J. Parks did the best work on the losing side. The totals: Prospect Park, 78; Brooklyn, 217 for 3 wickets.

Kings County, champion of 1909, was defeated by Bensonhurst in a league match at Prospect Park, the margin being 44 runs. T. H. Clarke bowled exceedingly well for the winners, his record being 5 wickets for 21 runs. Four batsmen on the side helped considerably with the willow. D. G. Bickett, 24 not out; F. A. Sargeant, 22; C. E. Marshall, 15; and J. M. Christie, 12, were the players, while for Kings County E. J. Atwood with 70 and M. de Souza with 11 were the principal scorers. R. Belgrave had the best analysis of the ball, his 3 wickets costing but 18 runs. H. Meyer, with 3 wickets for 34 runs, came next. The totals: Kings County, 73; Bensonhurst, 119.

Another century was made at Livingston in the championship series of the New York and New Jersey Association. The match was between the Crescent A. C. and the Staten Island eleven, and E. R. L. Steinhilber was the player to make three figures. Up to the fall of the sixth wicket the result was in doubt, but at this stage Steinhilber was partnered by M. R. Cobb and they defied all efforts to dislodge them, carrying the score from 42 to 261. Steinhilber's batting was magnificent, while Cobb played steadily at a critical stage and soon put the issue beyond doubt. The totals: Crescent A. C. 92; Staten Island, 262.

Bellevue was defeated by the New York Veterans at West New Brighton by a margin of 116 runs with 5 wickets to spare. J. S. Breit and G. W. Hayman were the players to make the victory possible by scores of 44 and 41, respectively, while E. F. Kelly bowled in such good style that the visitors were disposed of for 38 runs, his record being 5 wickets for 14 runs. The Veterans made 125 for 7 wickets.

Bensonhurst scored a victory over Kings County at 1 liner Park, the game being one of the Metropolitan League series, second section. J. C. K. Jordan was the chief figure in the game with a fine innings of 50, while J. G. Groves took the bow for the ball with a record of 5 wickets for 32 runs. C. Branker with 22 was the best scorer for Kings County. The totals: Kings County, 71; Bensonhurst, 133.

Columbia Oval beat Vernon Lodge at Van Cortlandt Park by totals of 23 to 20. Angelo American defeated the Charles Dickens team at Van Cortlandt Park by 117 to 40. Cameron's won against Ivy Lodge at Van Cortlandt the margin being 12 runs with totals of 53 and 41. Empire Lodge was defeated by Columbia Lodge

at Van Cortlandt Park by totals of 112 and 9, the batting of Thomas Starr, who captured 6 wickets for 2 runs, four of them in four balls, being a feature.

The championship game in the league second section between Brooklyn and Prospect Park was won rather easily by Brooklyn by a margin of 60 runs, thanks to a noteworthy performance on the part of P. A. Corbin. His share in the victory was the scoring of 68 runs with the bat and the taking of 4 wickets for 22 runs. W. P. Charles did the best batting on the losing side. The totals: Brooklyn, 147; Prospect Park, 87.

After declaring their innings closed with a total of 100 for five wickets, the Manhattan players, who ran up a score of 118 before time was called, for the loss of five wickets. The game was played at Prospect Park. J. G. Johnston and A. H. Smith did the best batting for their respective sides.

The Spartans scored a victory over the Colonials at Prospect Park by a margin of 28 runs, the batting of A. Mason for the winners and that of L. Gramann for the losers being the features. The totals: Colonials, 23; Spartans, 51.

**CRESCENTS WIN AT LACROSSE.**

Defeat Johns Hopkins Alumni Team by 5 Goals to 3.

Lacrosse players of the Crescent Athletic Club had no difficulty in defeating an aggregation made up of the alumni of Johns Hopkins University at Bay Ridge yesterday. The final score was 5 goals to 3, with the first period of play ending 3 to 2 in favor of the New Moon players. It was the first time that the alumni aggregation ever has played in Brooklyn and they did not leave the impression of being a first class team. The score in no way tells the superiority of the Crescent team.

**Miss Hammond Defeats Miss Sears.**

PHILADELPHIA, June 4.—In the challenge round of the women's lawn tennis championships of Pennsylvania and Eastern States at the Merion Cricket Club, to-day Miss Eleanor Sears of Boston, the holder, was defeated by Miss Louise Hammond of New York, the challenger, 1-6, 7-5, 7-5. In the doubles also the title changed hands. Miss Louise Hammond and Miss Edna Widley defeated Miss Sears and Miss Fenuo, 4-6, 7-5, 8-2.

**Holdman Is Dartmouth's Track Captain.**

HANOVER, N. H., June 4.—At a meeting of the Dartmouth track team this afternoon Orr Elsworth Holdman of Seattle, Wash., was elected captain for next year. Holdman has been on the team for three years and holds the college record for the pole vault.

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Our Mr. E. S. Partridge recently returned from the factory, where he arranged for an additional allotment of Stearns cars to meet increasing requirements for the summer months. These include regular seven-passenger touring cars and runabouts of the Guy Vaughan type with low toy tonneau and passenger seat of greater depth next the driver. We are the original designers of this much-copied type.

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The recent 24-hour grind was the most hotly contested event of its kind. Our Stearns entry piled up a score of 1125 miles, running with admirable and uniform consistency throughout the 24 hours. There was not the slightest evidence of engine trouble.

Following closely, as it did, the wonderful coast to coast trip, by the Southern route, of Mr. W. H. Hanson and family in their Stearns car, these two recent endurance feats speak for themselves. Mr. Hanson's Stearns is the first automobile to make this trip through the heretofore impassable Louisiana swamp and the Nevada desert.

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